

district. I have received some information from Seward Motor Freight, and also at a breakfast this morning that I attended in Seward, that he wanted to point out the safety reasons. They are, of course, supporting the 65 miles an hour, but because of the safety factor and also the profitability factor, and I have some statistics that I'd like to share with you. Nebraska statistics show in three years after the speed limit was lowered to 55 miles an hour in 1974, crashes that injured people on the rural interstate dropped 14.6 percent. When it was raised to 65 miles per hour, injury accidents in the next three years increased 27.3 percent. So these are some statistics that do prove that speed does influence safety on the highways. I also have a copy of some of the speed limits that some of the states have set: Oklahoma, 70 miles per hour; Texas, 70 miles per hour; California, 70 miles per hour, takes effect after decisions by the California Department of Transportation and the California Highway Patrol. So there are other states that are considering the 70 miles per hour. I did want to talk just a little bit about profitability as it relates to the trucking industry, and I know Senator Schellpeper said, well, many trucks are passing him on the highway. I think that's probably true, particularly independent truckers. But, for instance, Seward Motor Freight, they have their trucks set at the speed of 65 miles an hour, primarily to save fuel, and also for the safety reason. But they've looked into it, for each mile per hour above 65 miles an hour, fuel consumption increases 2.2 percent, and on an annual basis for an average truck, if it's raised to 70...70 miles per hour, it will cost, at least, \$2,300 more in fuel. Now where do you think those extra costs are going to go? To you and to me, and they will place them on the cost of the products that they are transporting, and I don't think that that has been brought out in this debate. I, in closing, I want to support Senator Engel's amendment. I think safety should be a factor, and I think the fines also need to be increased. Thank you.

SENATOR WILL: Thank you, Senator Stuhr. Senator Chambers.

SENATOR CHAMBERS: Mr. President, members of the Legislature, my name is on this bill but that doesn't mean anything to me. I am prepared to let the whole thing go because it is foolishness to me to say that we're going to raise the speed limit five miles an hour. All this talk of having more troopers, I am shocked at some of the hardheaded practical people on this floor who keep